

SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster #3174]****State of Missouri**

As a result of the President's major disaster declaration on April 20, 1999, I find that Madison County, Missouri constitutes a disaster area due to damages caused by severe storms and flooding beginning on April 3, 1999 and continuing. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on June 18, 1999, and for loans for economic injury until the close of business on January 20, 2000 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Fort Worth, TX 76155.

In addition, applications for economic injury loans from small businesses located in the contiguous counties of Bollinger, Iron, Perry, St. Francois, and Wayne in the State of Missouri may be filed until the specified date at the above location.

The interest rates are:

	Percent
Physical Damage:	
Homeowners with credit available elsewhere	6.375
Homeowners without credit available elsewhere	3.188
Businesses with credit available elsewhere	8.000
Businesses and non-profit organizations without credit available elsewhere	4.000
Others (including non-profit organizations) with credit available elsewhere	7.000
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere	4.000

The numbers assigned to this disaster are 317411 for physical damage and 9C6400 for economic injury.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: April 27, 1999.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 99-11139 Filed 5-3-99; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF STATE**[Public Notice #3010]****Overseas Presence Advisory Panel (OPAP) Meeting Notice; Closed Meeting**

The Department of State announces a meeting of the Overseas Presence Advisory Panel on Thursday, May 20, 1999, from 9:00 a.m. to 1:00 p.m. in the Principals' Conference Room at the U.S. Department of State. The panel is charged with advising the Secretary of State with respect to the level and type of representation required overseas in light of new foreign policy priorities, a heightened security situation and extremely limited resources. Pursuant to Section 10(d) of the Federal Advisory Committee Act and 5 U.S.C. 522b(c)(1), it has been determined that the meeting will be closed to the public. The agenda calls for discussion of classified and sensitive information relating to the Panel's findings and recommendations at Embassies and Consulates overseas; this would include intelligence and operational policies, and security aspects of all the U.S. Government agencies the Department of State supports abroad.

For more information, contact Mr. William Duffy, Overseas Presence Advisory Panel, Department of State, Washington, D.C. 20520; phone: 202-647-6427.

Dated: April 26, 1999.

Ambassador William H. Itoh,

Executive Secretary, Overseas Presence Advisory Panel.

[FR Doc. 99-11186 Filed 5-3-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Office of the Secretary****Office of International Aviation; Notice of Request for Extension and Revision of a Currently Approved Information Collection**

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended) the notice announces the Department of Transportation's (DOT) intentions to request an extension for and revision to a currently approved information collection.

DATES: Comments on this notice must be received by no later than July 6, 1999.

ADDRESSES: Four (4) copies of any comments should be sent to the Pricing and Multilateral Affairs Division (X-43), Office of International Aviation, Office

of the Secretary, U.S. Department of Transportation, 400 7th Street, SW., Washington, DC 20590-0002.

FOR FURTHER INFORMATION CONTACT: Mr. Keith A. Shangraw or Mr. John H. Kiser, Office of the Secretary, Office of International Aviation, X-43, Department of Transportation, at the address above. Telephone: (202) 366-2435.

SUPPLEMENTARY INFORMATION:

Title: Tariffs.

OMB Control Number: 2106-0009.

Expiration Date: July 31, 1999.

Type of Request: Extension and revision of a currently approved information collection.

Abstract: Chapter 415 of Title 49 of the United States Code requires that every air carrier and foreign air carrier file with the Department of Transportation (DOT), publish and keep open (*i.e.* post) for public inspection, tariffs showing all "foreign" or international fares, rates, and related charges for air transportation between points served by it, and points served by it and any other air carrier or foreign air carrier when through fares, rates and related charges have been established; and showing, to the extent required by DOT regulations, all classifications, rules, regulations, practices, and services in connection with such air transportation. Once tariffs are filed and approved by DOT, they become a legally binding contract of carriage between carriers and users of foreign air transportation.

Part 221 of the Department's Economic Regulations (14 CFR part 221) sets forth specific technical and substantive requirements governing the filing of tariff material with the DOT Office of International Aviation's Pricing and Multilateral Affairs Division. A carrier initiates a tariff filing whenever it wants to amend an existing tariff for commercial or competitive reasons or when it desires to file a new one. Tariffs filed pursuant to Part 221 are used by carriers, computer reservations systems, travel agents, DOT, other government agencies and the general public to determine the prices, rules and related charges for international passenger air transportation. In addition, DOT needs U.S. and foreign air carrier passenger tariff information to monitor international air commerce, carry out carrier route selections and conduct international negotiations.

Respondents: The vast majority of the air carriers filing international tariffs are large operators with revenues in excess of several million dollars each year. Small air carriers operating aircraft with